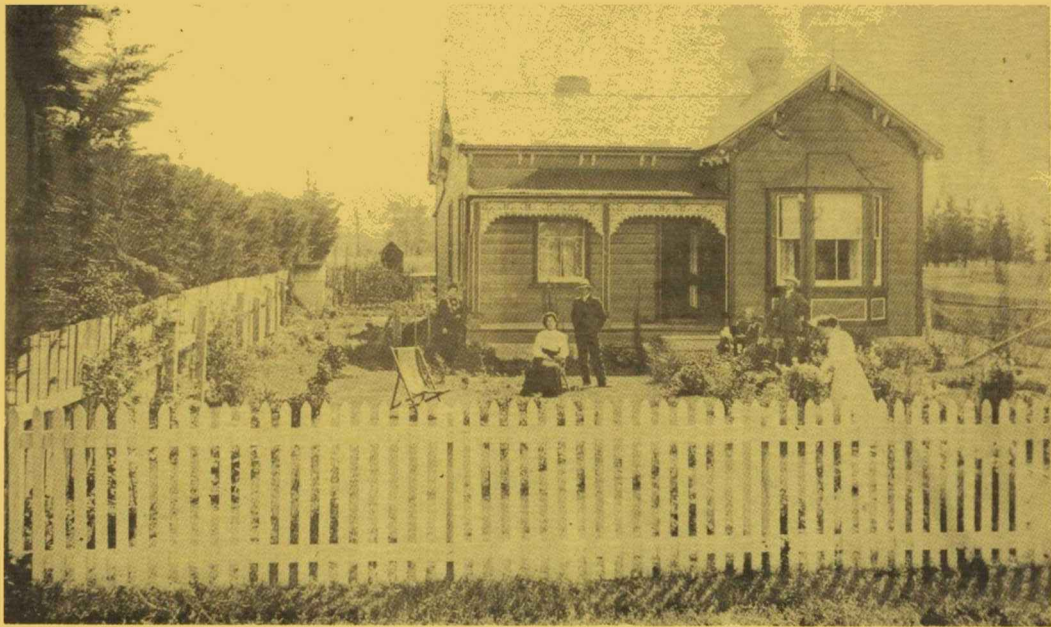


Makotuku Centennial



1981



Robinson house, Church Road, 1904.

MAKOTUKU CENTENNIAL



13, 14, 15 MARCH, 1981

Editorial

The compiling of a centennial book such as this, presents certain problems as so many of the old identities have passed on, taking with them their wealth of past histories and memories. Therefore we trust readers will bear with us and accept our apologies for any errors and/or omissions that may occur in this publication.

To all who have assisted with photographs, documents and information private and official we tender our grateful thanks.

We trust you will all enjoy the celebrations, renewing old friendships and perhaps making new friends during your short stay with us.

F.C. FOTHERGILL

From Wood Chip to Silicon Chip

According to Dollimore's New Zealand Guide the name Makotuku means "the stream of the white heron". I do not think many of these gracious birds lingered in the forest clearing when the first settlers arrived 100 years ago. The smell of burning wood, the sound of the axe and the wood chips all around would not have been the heron's preferred environment. It may not have suited the white heron, but it certainly suited the hardy, determined, self sufficient people who found Makotuku. They wanted a stake in the land and were prepared to work for it. It is they and their descendents in hundreds of places like Makotuku who have built this country. People who fended for themselves, helped their neighbours and together built a strong community. A community that not only rejoiced together during the happy times but provided mutual support and weathered the bad times. With good roads and motor transport there has been a tendency to denigrate the old values and the bigger centres' city lights have acted as a present day pied piper.

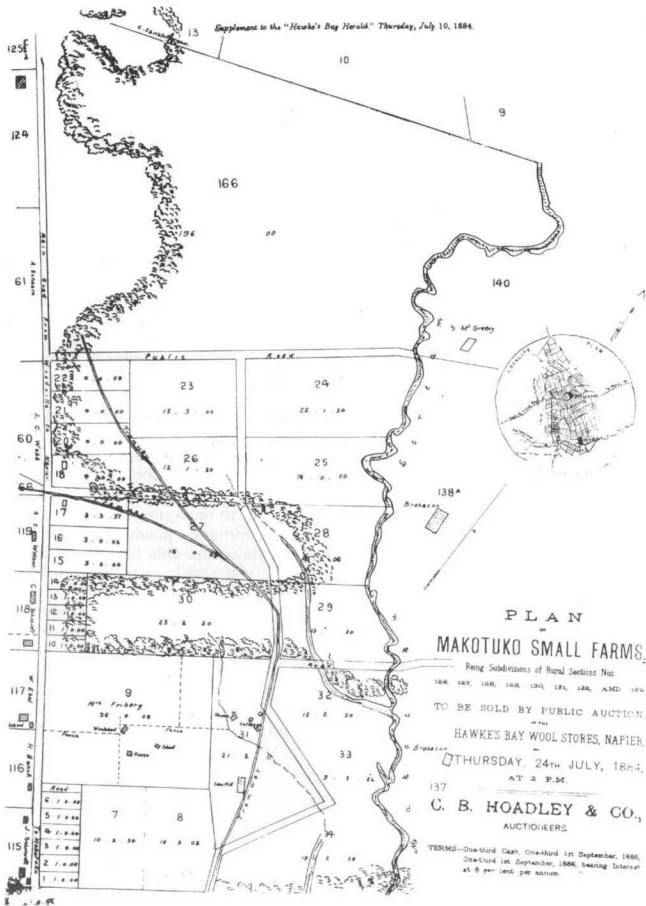
Strong community spirit and support for local services keep smaller places alive. No amount of emotion will bring back local services once they disappear through lack of support.

More and more people are once again starting to recognise the strengths of the rural lifestyle as attitudes change. The government's policy of encouraging smallholdings will ensure that many more people will be able to have a stake in the land. Makotuku and other places like it will continue to survive if the community wants them to.

We now have silicon chips which will eventually make it possible for industries to be based in places away from the main centres and still be internationally competitive. These will provide employment opportunities for those not engaged in work on or related to the land.

Makotuku District is an example of what determination, self sufficiency, hard work and community spirit can achieve. To survive through its second century the memories of the past will not be enough. The white heron has flown and Makotuku must bear a different fruit to match modern needs.

JOHN FALLOON, MP



Map pertaining to Friberg property, 1884.

The Makotuku District

The township of Makotuku is situated on the Napier-Wellington railway in Southern Hawke's Bay approximately 18km from Dannevirke and 3km from Ormondville.

Makotuku is about 300 metres above sea level and it lies on ancient flats of the Manawatu river which flows in a narrow valley to the southeast of the township.

The name Makotuku is generally accepted as meaning the "stream of the white heron". However, Hawke's Bay historian, J.G. Wilson, states that according to the Maoris, kotuku as in Makotuku, is an abbreviation of kotukutuku, the fuschia, therefore the name means the "stream of the fuschia trees".

Putting variations of meaning aside — the Makotuku school and district many years ago adopted the white heron as their emblem and the graceful bird in flight will continue to be the inspirational symbol of the district.

Makotuku lies in the area known by early European settlers as the seventy mile bush. This vast bush covered the whole of the Manawatu river valley lands from the Tararua Ranges to the plains of Takapau. The bush was extremely dense and contained massive stands of totara, rimu, matai, kahikatea and maire. It was host to large numbers of native birds — woodpigeons, parrots, parakeets, pukeko, tuis, huia and bellbirds were all reported to be abundant by the first European visitors. Kiwis were also present.

The Makotuku district was a tribal boundary between the Ngai-taku people from the Takapau district and the Rangitane people from Umutaoroa and Oringi districts. There does not appear to have been permanent occupation sites in the Makotuku area but most of the local district features have Maori names of very long standing which indicates their familiarity with the region.



Mr & Mrs Christen Holm.



Mr & Mrs Jurgan Schmidt.

Land Settlement

The encouragement of settlement by Europeans in the Seventy Mile Bush was initiated when the Government purchased the Tamaki Block of 250,000 acres from the Maori owners on 16 August 1871 for 16,532 pounds.

The Government then proceeded with an immigration scheme to overcome the shortage of labour required to develop the forest areas. Mr Erik Friberg was appointed to select suitable settlers from Scandinavia and Germany. The first party of settlers to arrive founded Norsewood and were allocated sections in the surrounding virgin forest.

Mr Friberg returned to Europe in 1875 and organised another party of settlers. They were comprised of mainly Danes and Germans and they paid 5 pounds per adult towards their fare. They sailed from Hamburg on the ship 'Friedeburg' on the 7th May 1875, and after a passage of 108 days sailing arrived in Napier on 24th August 1875. The party was housed in the immigration barracks at Napier for a few days whilst groups and destinations were being organised. One group went to Dannevirke, another to Makaretu and the remaining seven families were allocated 40 acre sections on Friberg Road (now Garfield Road).

They had a tedious journey by bullock dray and eventually arrived in Takapau where they were housed in railway huts. The men were employed on railway formation work until Friberg Road was formed suitably enough. This work of road forming was practically all carried out by Emmanuel Fredericksen and Christian Petersen. Mr Friberg escorted the men to the area of proposed settlement early in 1876. The men drew their section numbers out of a hat. The 'road' was really only a rough track and impassable to bullock drays, so, all their possessions had to be off-loaded and carried.

The sections were still covered in dense forest marked with survey pegs and were allocated to: Jacob Schaare, Christen Holm, Gottlieb Schmidt, Carl Schmidt, W. Ebel, Beuck and Jurgen Schmidt. The terms of their purchase required them to proceed with land clearance and establishment of a home. These tasks were carried out whenever they could manage to fit in time after working away from home on road and railway work. For such work they received 6/- per day. They camped in crude slab huts for approximately eight years.

Erik Friberg also took up 500 acres on the opposite (northern) side of the road from the first sections and had a house of pit sawn totara erected by a Mr Mortensen. Erik Friberg died in 1878 leaving a family of wife, son and four daughters. In 1884 most of the Friberg land was offered for sale in sections of up to 196 acres. About 70 acres was retained and later some was bought back to comprise a property of 100 acres.



Rakaiahi homestead.

Two large areas of forest land to the west and south had been reserved as "Native" land. Actual ownership has not been recorded but in 1890, Mr Sidey was logging "Te Ohu or Manawatu No. 3 Native Land" block which was bounded by the Mangatewainui and Mangatewai-iti streams right up to the Ruahine mountains. Sidey purchased Christian Holm's section on Garfield Road to get access and established a mill which operated until 1895.

The block of 1480 acres was purchased by Charles Cowper Smith and Blairgowrie Station as it was known, wintered 2800 sheep and 200 head of cattle. Stephen Menzies from Banks Peninsula took possession of the property in 1907. In 1913 the land was subdivided into nine sections and taken up by: Chas Gray, J. Boyte, W. Bishop, Ness Bros, C. Mole, Antrobus, W. Pickford, M. Tweedie and Milne.

The remaining block to the south of Makotuku was titled "Rakaiatai or Manawatu No 7 Native Reserve". In 1884 W. Smith built a house and mill, this enterprise becoming later the H.B. Timber Co.

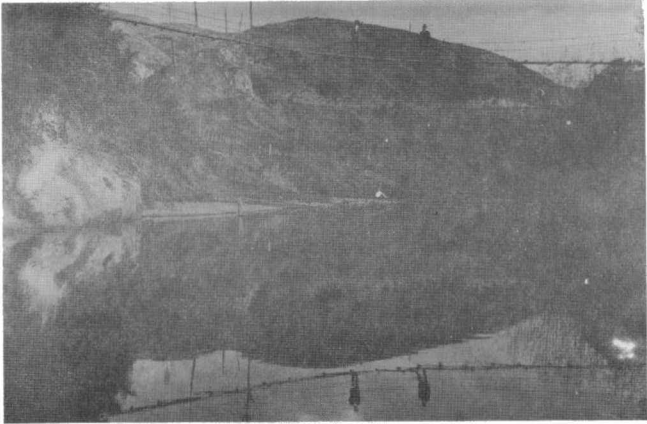
The Holden brothers of 'Springvale', Tikokino, John, Thomas and Jonathan seem to have acquired Rakaiatai through John. He had been an interpreter for the Native Land Court and married a Maori lady, Keita Ruta whose people were involved in ownership of the land. They lived at first in the Smith's house and later in a small two storied cottage near the Manawatu River. About 1907, John moved back to 'Springvale' and Jonathan took over Rakaiatai.

The bush was being progressively cleared and the land prepared for grass. For several years the sheep were driven to Blairgowrie woolshed for shearing. On one occasion, a severe snowstorm struck during shearing and many shorn sheep were lost. The large homestead was built in 1910. The land was fenced into 1000 acre paddocks with the total farm being 6000 acres. Jock McKenzie and Jack Lang were managers and lived in the house where Pat Cunningham is farming now. Phil Andersen and Charlie Baines shepherded there as did Charlie's father.

Jonathan Holden died in 1933, his son Gawen took up 2200 acres of the property now known as Ben Nevis.

The Crown purchased 1600 acres of Rakaiatai in 1949 and balloted four sections which were occupied in 1951 by: N. Ritchie, A. Coleman, P. Cunningham and L. Allen. The track to the Manager's house along the route of the bush tram track was formed into a country road and a bridge built over the railway line. A further two sections on Dalby Holden's block across the Manawatu River were settled by N. Kent and G. Menzies in 1953 under the ex-servicemen scheme.

The land across the river from Donghi Road was developed about the same time as Rakaiatai being part of the Holden's acquisition. It was occupied by Donald and Jock Morrison whose mother Alice was a sister of the Holden brothers.



Swing bridge over the Manawatu River.

A mill operated on the property and a swing bridge was built across the Manawatu to get the timber out. When the mill ceased operations the bridge was offered to the land owners for 50 pounds. At that time, another Holden sister, Mrs J. Mathews, appears to have had quite a strong position in the running of the property and she rejected the offer of the bridge, reasoning that "why pay for it when it is already there?" The outcome was that the mill owners removed the bridge which left the dwellers over the river in a difficult situation for many years. It was not until 1956 that a traffic bridge was erected.

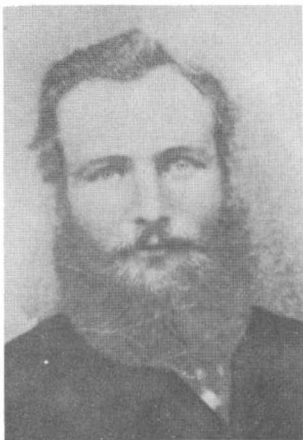
This property of 2000 acres remained in the Holden family and is now the sole property owned by them in the district.

In 1911, Jock Morrison bought land on the flats between Makotuku and the river from the Erikson brothers, Jack Berkahn and Reid. Jock Morrison died in 1922 when his son Thomas was ten years old and Archie Cantwell helped to farm the property until Tom was old enough to take over. The property is now owned by Dr J. Findlay.

One of the first family groups to settle in the eastern side of Makotuku was the Fothergill family comprising George Robinson Fothergill, his wife and family and his brother.

They arrived at the Ormondville railhead on the 1st August 1880 and obtained a rail trolley to transport their luggage down the line to opposite the newly formed track now known as Fothergill's Road. It was deep winter conditions with all the problems of a partly cleared bush area. Two men with horses and sledge hauled the family belongings through deep mud to the homestead.

Mr G.R. Fothergill died in the 1891 influenza epidemic. His grandson Tom Fothergill is the oldest born resident in the district and his son Ernest is carrying on the family interest in farming which now spans 100 years.



Mr & Mrs G.R. Fothergill.

Some years ago, a mill worker, Mr Smith, was injured at one of the sawmills at Rakaiaiai and was taken to hospital but unfortunately died from his injuries. The residents of Makotuku subscribed enough funds to buy a 45 acre farm for the widowed Mrs Smith and her family at the lower end of Tower Road. Mrs Smith later married Mr Mears. The farm was eventually leased to various farmers prior to being sold to Mr Peter Patterson and then later to Tom Fothergill whose son Ernest now owns the property.

Another family with long connections with the eastern side of Makotuku are the Mildons. Richard and Anne Mildon with four children left the United Kingdom in 1875 on the sailing ship 'Hudson' bound for New Zealand. They settled in Makotuku and in 1895 established a brickworks which operated until post World War 1.



Richard & Anne Mildon.

No. 90

PASSENGERS' CONTRACT TICKET.

- 1.—A Contract Ticket in this form and to be given to every Passenger engaging a passage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea.
- 2.—The Voyage and Scale for the voyage must be printed in the body of the Ticket.
- 3.—All the Blankes must be correctly filled in, and the Ticket must be signed above with the Christian name and surname and address in full of the party taking the same.
- 4.—The day of the month on which the Passengers are to embark, must be inserted in words and not in figures.
- 5.—When once issued, this Ticket must not be withdrawn from the Passenger, nor any alteration, addition, or erasure made in it.

Ship "HUDSON," of 793 Tons Register, to take in Passengers at LONDON for NAPIER, NEW ZEALAND, on the Twentieth day of October, 1875.

I engage that the person named in the margin hereof shall be provided with a Steerage Passage to, and shall be Landed at the PORT OF NAPIER, in the PROVINCE OF NAPIER, NEW ZEALAND, in the Ship "HUDSON," with not less than Fifteen Cubic Feet for Luggage for each Statute Adult, and shall be victualled during the voyage and the time of detention at any place before its termination, according to the subjoined Scale, for the sum of £ 10 including Government dues before embarkation, and head money, if any, at the place of landing, and every other charge, except Freight for excess of Luggage beyond the quantity above specified, and I hereby acknowledge to have received the sum of £ 10 in full payment.

The following quantities, at least, of Water and Provisions to be issued daily will be supplied by the Master of the Ship, as required by Law, viz. to each Statute Adult Three Quarts of Water daily, and an additional Quart of Water daily while the Ship is within the Tropic, exclusive of what is necessary for making the articles required by the Passenger Act, to be issued in a cooked state, and a Weekly Allowance of Provisions according to the following Scale:—

Scale of Provisions for each Adult Passenger per Week.

NAME.	AGES.	Required by Statute Adults.
<i>Hudson Richd</i>	<i>13 1/2</i>	
<i>James</i>	<i>14 1/2</i>	
<i>John</i>	<i>17 1/2</i>	
<i>Richard</i>	<i>10 1/2</i>	
<i>Henry</i>	<i>12 1/2</i>	
<i>Henry</i>	<i>8 1/2</i>	

ARTICLES	Measures	ARTICLES	Measures
Preserved Mutton	14 lb.	Bacon	8 oz.
Salt Beef	7 lb.	Beef	6 oz.
Salt Pork	7 lb.	Pork	4 pint
Rice	12 lb.	Mustard	4 oz.
Flour	52 lb.	Pepper	2 oz.
Sugar	12 lb.	Salt	2 lb.
Tea	4 pint	Butter, Fresh, or	2 lb.
Sugar, raw	2 lb.	Oil, Preserved	2 lb.
Coffee	1 lb. oz.	Water	21 quart
Butter	2 oz.	Lard, Jellied or in Scales	4 oz.
Molasses (W. Indian)	4 lb.	Claret	8 oz.
		Wine	8 oz.

Children up to 12 years of age are to receive preserved meat, instead of each meal, every day and in addition thereto rice to which they are entitled by the above written scale, one pint of preserved milk and 2 quarts of water daily; and every alternate day one egg or its equivalent in condensed milk and 8 quarts of water daily; and four, four, 1 one, one, and 10 one sugar weekly. Children under one year old, three pints of water daily and if above four months old, one pint of preserved milk daily also 4 oz. preserved sugar, and every alternate day one egg or its equivalent or condensed milk; 12 one, white, 8 one, oatmeal, 4 one, sugar or arrowroot, 8 one, flour, 4 one, rice, and 10 one sugar weekly. To infants under four months old, such nutriment shall be issued as the Surgeons may consider necessary. An additional quart of water to be issued daily for the one month period in the 1st 1/2 of the voyage shall be ordered.

Only those amounts here per week to be issued to each child, who wishes to be nursed on the children's milk, with the exception of aged or weak Passengers, will be issued to those who wish to be nursed on their own milk, and must be issued to the latter.

LONDON: 20th OCTOBER, 1875.

For JAS. WM. DENNIE,

John W. Dennie

Approved to all by the Registrar General

NOTICES TO PASSENGERS.

1.—If Passengers, through no default of their own, are not received on board on the day named in their Contract Tickets, or fail to obtain a passage in the Ship, they should apply to the Government Emigration Officer at the Port, who will issue them a returning ticket under the "Passenger" Act.

2.—Passengers should carefully keep this part of their Contract Ticket till after the end of the voyage. If not, no return ticket will be issued.

3.—If Passengers are not maintained on board after the above-mentioned date, they will be paid Maintenance Money after the rate of 1s. 6d. per day for each Statute Adult.

* All charges on board the vessel between embarkation and disembarkation.

The whole Contract Ticket must be kept at hand to be produced to the Emigration Officer on the day of inspection.

Passage ticket for sailing ship 'Hudson'.

In the early 1900s, the late Mr C.R. Baines bought 200 acres of bushland in Makotuku for milling. When the timber was cut out Mr Baines set his son C.T. Baines up in farming.

C.T. Baines took a keen interest in all community activities until his retirement when his son Charlie purchased the farm in 1953. Charlie's son Earl now owns the property first brought by his grandfather.



Mr L.G. Wright, far left, at his cottage in Hammond Road.

Mr C.R. Baines was instrumental in getting Mr L.G. Wright (George) out from England and settled on land adjacent to the Baines property. George Wright worked in the bush for C.R. Baines for a short time then established a mill in partnership with a Mr Seccole. Later, when the milling industry ceased to function, Mr Wright took up farming.

The cottage he had built is still standing. His daughter Mabel was married to Mr Jack Hammond. Mr Wright's property was eventually left to his three grandsons.



Railway

During construction of the Napier to Palmerston North line, Makotuku was chosen as the stage railhead due to a plentiful supply of water essential to the steam engines. The large construction encampment which had been situated at Kopua was removed to Makotuku. The terminus eventually consisted of a station, engine sheds, turntable and assorted other buildings and houses.

Post and Telegraph services were incorporated in the station. Miss Edith Webber was postmistress for a short period.

Mr Allardice ran a coach service to Dannevirke twice a week via Garfield Road.

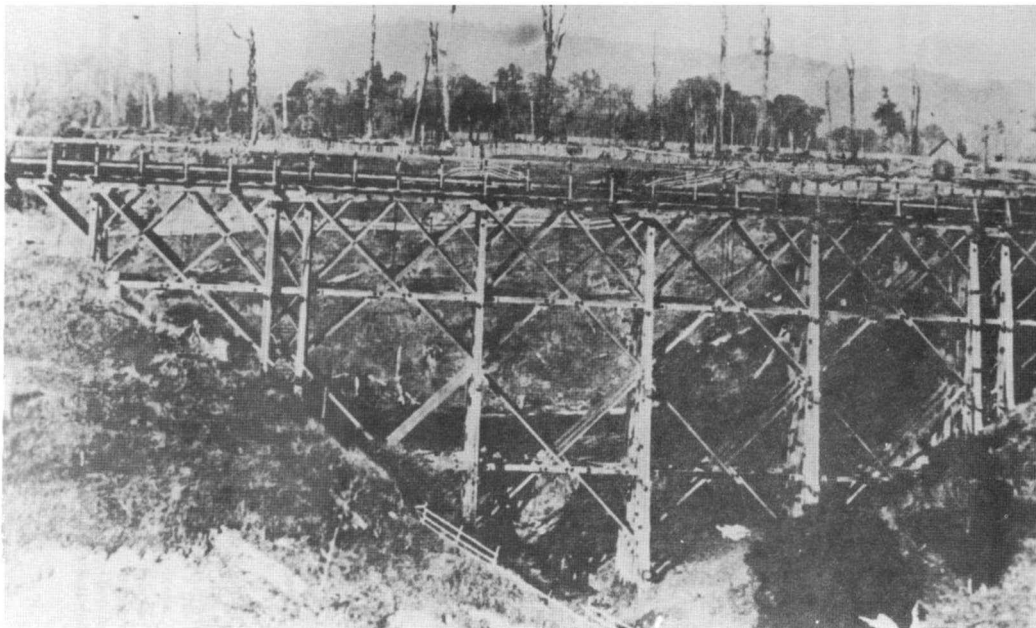
Construction of the line to Dannevirke was delayed for a lengthy period due to a serious economic depression. Married men only were offered work at the rate of four shilings per day. The line to Dannevirke was completed 15th December, 1884.

The passenger fares at that time were — First Class, threepence per mile; Second Class, twopence per mile. Each passenger was allowed to take 112lbs of luggage free. Police constables and their prisoners were allowed free travel.

The official opening of the service from Napier to Woodville was in March 1887 and the longest train that had ever left Napier was required to carry an excursion party of 1,200 people. Six hundred additional passengers were picked up on the way. The train started with twenty carriages drawn by three engines and four more carriages had to be added at Waipukurau. The journey occupied seven hours.

Through services from Napier to Wellington started on 11th May 1891 and the journey took 11 hours 5 minutes. Today the Endeavour service which began on 6th November 1972, takes 5 hours 30 minutes.

The original station was eventually replaced with a larger building similar to the present Ormondville station. Full railway services continued until after the second war period, when, along with many other railway settlements, Makotuku's role diminished to a line maintenance function.



Timber railway viaduct over Makotuku Stream.

A newspaper of 1896 carries a rather amusing report of an accident on the line near Makotuku. The following are excerpts from the report:

"Makotuku is a scattered village and the few business places are far apart. The principal buildings are two hotels. These two gloomy-looking taverns stand facing each other with a hungry look from opposite sides of the railway. A railway accident which occurred nearby roused the inhabitants from their usual tranquility to a high pitch of excitement. The railway station was thronged with enquirers anxious to get the latest news. The prim little station master, Mr Lund, was all life getting the 'bhoys' from the 'wurruks' equipped and despatching them to the scene of the accident.

Eventually it was learned that no one had been killed or injured, except the three bovines who were the cause of the disaster.

Apparently the three cows had settled down in a cosy spot on the line when a great iron monster invaded their area and in less time than it takes to write it, the bovines were suddenly transformed into steaks, roasts, sirloins etc. It was a dear conquest as the invader was thrown off the track down an embankment where it lay upside down a helpless wreck."



Makotuku railway yards.



Bushmen: J. Hammond, J. Krause, J. Hodges.

Bush Mills

As the whole of the land around Makotuku was covered in forest, naturally sawmilling was the first industry. The forests were of dense stands of podocarp being then called "native pines" interspersed with tawa and rata and many smaller species. The largest trees were totara, rimu, miro, matai and kahikatea, all excellent building timbers, having a high proportion of heart timber.

The first settlers pit sawed logs or split them to build their bush shacks but as the railway progressed it was possible to bring in the heavy machinery which was driven by steam engines fired with local wood. To cope with the large logs, twin six feet circular saws one above the other, were used to "break down". Sometimes explosives were necessary to split extra large logs. After sawing into flitches the timber was then sawn on the breast bench into the required sizes for framing or boards.

To handle such a massive task a large team of men was required to service a sawmill of the early days which had an average out-put of 8,000 board feet per day (about 640 cubic feet or 18 cubic metres). The volume of logs required could be twice that, according to quality, to produce the above figure of sawn timber.

In the bush two men using axes and crosscut saws would fell the logs and cut them to manageable lengths of 30 feet or less. A 'sniper' would trim the butts to prevent the cut edges digging into the ground when dragged. A bullock team was used as they could manage the muddy ground better than horses, to drag logs to the mill or to a tram track which had wooden rails on which trolleys were pulled. Once loaded on to the trolleys, the loads were pulled by the animals in single file or a steam hauler was used. The hauler had an endless wire rope worked from a drum winch to pull the trolleys in and out again when empty. To go around corners snatch blocks or gate blocks had the rope running through them. To free the rope from the blocks, the trolley man, who was out of sight, had to pull a light wire rope which blew a whistle at the hauler — thereupon the operator stopped the winch and restarted it when the whistle was operated again. The bush gang usually comprised about five men.

In the mill two men handled the logs into position at the breaking down saw. Then the 'bench man' and the 'tailer out' at the breast bench assisted by two other men handled the sawn timber. The engine driver stoked the fires of the steam engine and a 'saw doctor' sharpened all the saws. Including the mill manager, the complete team was at least a dozen men who worked a 48 hour week, including Saturday mornings.

Among the many sawmills operating around Makotuku from the late 1870s were: W.A. Gamman at Makotuku around 1882 (later joined by his son Arthur). Then at Rakaiaatai near the Manawatu river before shifting to the junction of Mangatewainui river where the mill was eventually destroyed by fire. In 1906 it was quoted as producing about 18,000 feet daily.

William Smith and family operated an early mill at Rakaiaatai near the homestead site and later moved back onto land now owned by Walter (Son) Davis, when it became the H.B. Timber Co.

The railway siding opposite Charlie Baines was known as Smith's siding and operated until 1912/13 when the Waikopiro mill at Raumati closed.

Gundrie had a mill near the Hammond woolshed with a tram track running alongside the railway to Makotuku. In 1885 he was milling opposite Reuben Schaare's and this mill was also burnt out.

Mrs Friberg owned a mill on Church Road in the early 1880s. The timber was felled on the Blairgowrie flats then dragged across the river and up the hill with a two horse driven "whim" or winch then by tram track to the mill. Mrs Friberg's mill was operated by Charlie Mortensen but wasn't a financial success due to the distance and extra handling involved. One of the workers at this mill was Walter Parsons.



A group at George Wright's mill.



Hauling timber across the Manawatu River.

Wright and Scholes ran a mill on the property of William Rathbone of Waipawa, now farmed by Dr Findlay. Later they operated on land now farmed by Charlie Baines, bringing the timber from across the Mangatewainui River. This mill operated until 1904.

There was a mill on the property now farmed by Ernest Fothergill and also one on Tower Street opposite Les Green's. A small mill in Makotuku was owned by Mr Westlake who also had a store in Ormondville.

Sidey, who had been milling on Te Ohu, purchased Christen Holm's section in 1890 to get access for the timber coming out of the Blairgowrie block.

John and Duncan Morrison were milling timber across the Manawatu river on R. & J. Holden's when in 1905 Duncan (Bob), was killed by a logging accident.

Many local buildings were erected from timber produced from these mills but most of it was railed out of the district, particularly to northern regions where timber was scarce.

A tribute is due to the hardy bushmen and millers who worked hard and long hours under arduous conditions. Their accommodation was in primitive mill houses and the financial reward was meagre. But they were proud of their skills and even in their scarce leisure time they displayed their prowess with axe and saw at local sports meetings.



A.C. Webber's, the first store in Makotuku.

The Township

On the east side of the railway, Mr A.C. Webber established the first general store in 1884 in Station Street and also acted as stationmaster pending the arrival of the official stationmaster, Mr Paddy Lund, and the porter, Mr Joe Rolston, who were on duty when the first train passed through en route to Dannevirke on 15th December, 1884.

The first Makotuku hall and Webber's store were on the southern side of the house now occupied by Mrs Tucker. On the other side of Mrs Tucker's house were the Library, Dennis Vaughan's carpenter shop, Tommy Hall's blacksmith shop, the Beaconsfield Hotel, Sugden's store and in 1910, the Southern Hawke's Bay Auctioneers' Association built saleyards and an office.

Webber's store and the Makotuku hall were destroyed by fire prior to 1890 and the buildings on the northern side were also burnt down in 1912. Only the saleyards remained until they were closed down in 1919.

Mrs Tucker's house was built first for Mr J. Carston in 1902 and because of the vacant section between it and the Library it escaped the fire.

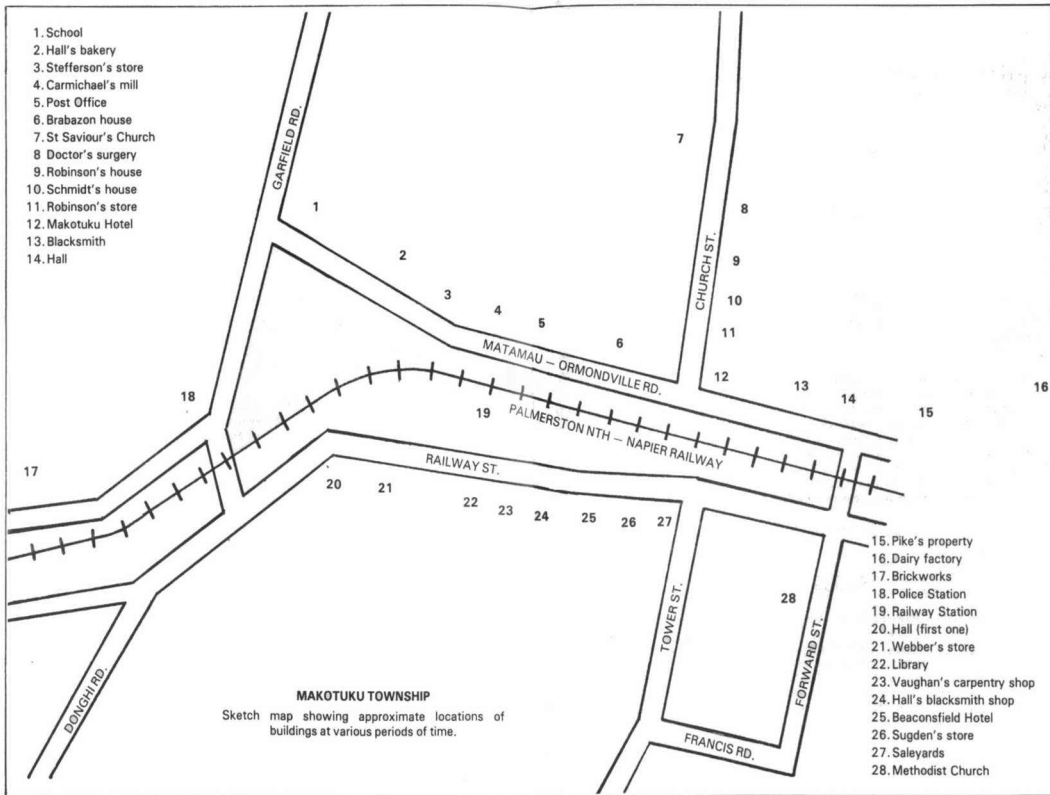
On the western side of the railway there was the schoolhouse section and adjoining land owned by R.J. Hindman & Co. which was eventually taken up about 1880 by Stefferson's Store and Hall's bakery. Both of these were later destroyed by fire together with a home owned at one time by the parents of the late Archie Cantwell.

Further down on the Main Road and Church Street was the first Makotuku Hotel which was also burnt down. Later a new hotel was built on the site. Next to the hotel was a blacksmith's shop and cabinet makers which proved to be unprofitable and was later operated as a small store. In the next section was a hall erected for the Forester's Lodge before 1890. This building was later purchased by the residents of the district and is the present public hall.

In Church Street was Robinson's store which was operated over the years by the following storekeepers: F. Grayling, Holroyd, Rowe, Fitzgerald, Schischka, Donghi and Berkahn.

Further along Church Street was Doctor McGaffan's residence and surgery. He was followed by Dr Simple then Dr Lewis, who later gave up his practice to take up farming.

1. School
2. Hall's bakery
3. Stefferson's store
4. Carmichael's mill
5. Post Office
6. Brabazon house
7. St Saviour's Church
8. Doctor's surgery
9. Robinson's house
10. Schmidt's house
11. Robinson's store
12. Makotuku Hotel
13. Blacksmith
14. Hall



15. Pike's property
16. Dairy factory
17. Brickworks
18. Police Station
19. Railway Station
20. Hall (first one)
21. Webber's store
22. Library
23. Vaughan's carpentry shop
24. Hall's blacksmith shop
25. Beaconsfield Hotel
26. Sugden's store
27. Saleyards
28. Methodist Church

Hotels

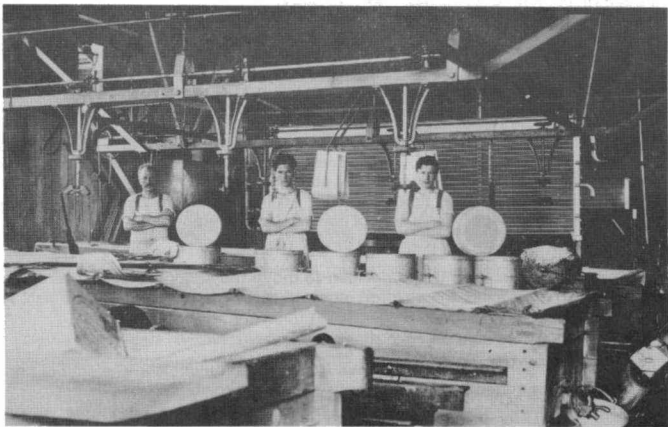
When the railway reached Makotuku in 1880 it was the terminus for four years. The journey from the railhead south was by coach for passengers so accommodation was required. The Waipawa Mail of 19 June 1880 quotes, have been shown the plans by Mr David Smith of the new Makotuku Hotel of six bedrooms which was expected to be opened at the same time as the railway is opened for traffic. Mr Smith the proprietor provided a coach from the railway station as the hotel was sited 50 chains (1 km) away on the Friberg (Garfield) Road (on the site of Eddie Veale's woolshed today). There is no record of how long this hotel served the public but the successful applicants for the sections on Anderson Road (now Wright Road) walked across the hills to celebrate at the hotel in 1884.

When the two storeyed hotel was built on the present site is not clear but it must have been before or at the turn of the century. It was burnt down in 1912 as a result of arson which was proved a few years later. A story relates how the culprit, while passing on the train, confided to a fellow passenger of the good job he had done and was surprised to find he was giving the information to a policeman.

The Beaconsfield Hotel which had been at Kopua when it was the railway terminus for a few years, was moved to Makotuku in 1880 and was first located behind the railway station. It was later moved across the road to a site on the north side of Mrs Tucker's house, quite a feat for a two storeyed building. In 1888, H.W. Glasson was the licensee. It may not have been there for many years as it was moved, or part of it, by bullock wagon, driven by Thomas Spargo Nicholls to Dannevirke, where it was located on the present Masonic Hotel site. A story about the legendary driver relates that it was left on the road over Easter at Mangatera as having arrived there he was forbidden to move it on Good Friday!

Police

The first police station serving the area was located in the railway camp at Kopua in 1879, and was re-located at Makotuku when the camp moved to the railhead in 1882. The policeman in charge of all the surrounding districts was Constable Burney who occupied a residence on what is now known as Mann's corner. His successor was Constable Schultze who remained in charge until a police station was built in Ormondville. The Makotuku police residence was purchased by Mr Dennis Mann. Many years later (about 1950) the building was dismantled and re-built in Cole Street, Dannevirke.



inside Makotuku Dairy Factory. From left, Peter Jensen, Jack Veale, Bill Hammond.

Dairy Factory

The first creamery was built in 1897 on Pike's property by a group of enterprising farmers. Mr Alf Hunt was the first manager. This creamery was only a skimming plant and the cream was railed elsewhere to be made into butter. This procedure did not prove very satisfactory and the Norsewood Dairy Company, which was established in 1896, was approached for assistance and finally agreed to take over the creamery which continued to function until 1915, when an up to date cheese factory was built on the Blairgowrie Road and continued in operation until 1925.

School

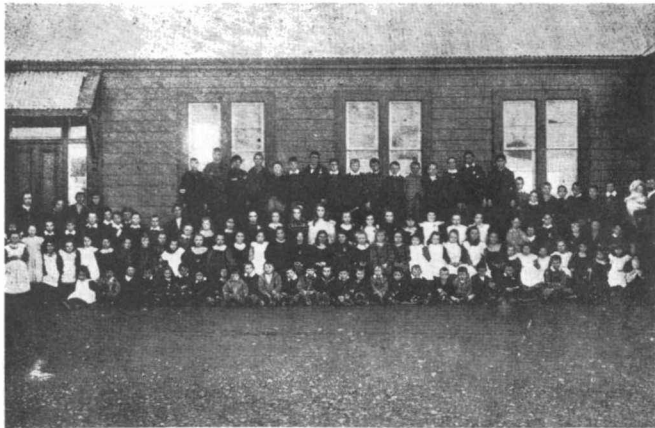
By the spring of 1879 there were twenty children in the district, some of them aged eight to ten years who had not been to school. This situation concerned the Hawke's Bay Education Board and they sent Miss Ross a teacher from the Norsewood School, to open a school in Mrs Friberg's house in Garfield Road.

A new one-roomed school was erected in 1881. Miss Ross remained teaching for some years and was followed by Miss Ebbet. The first headmaster was Mr Ferguson. Some time later the attendance increased and another schoolroom was built on and a school house was also erected.

In 1890 the Education Board decided to move the school to the present site and during that process the children received their schooling in the local hall. A third classroom was added to the school at this time.

In 1904 the schoolhouse was moved to a section alongside the school and two front rooms added on. Bullock teams were used to shift both buildings.

By 1890 the school and school houses were now established in the village itself.



The earliest known photograph of Makotuku school pupils and staff. About 1887.

The following classroom incidents were related to Mrs F. Purcell by her mother who was a member of the Gasson family. She states — that with the news of the Mount Tarawera eruption of 10th June 1886, all the children were sent home. The children speculated on the event and some even said it was war with the Russians!

Another incident she relates concerned Mr Ferguson who one day hit a boy, surnamed Drew, over the head with a writing slate. The slate shattered but the intact frame hung around Drew's neck who then leapt out of the window at the back of the classroom. Some years later Drew as a young man fought in the Boer War.

Mr Reuben Schaare recalls a most severe earthquake on August 3rd 1904. School was in progress when the quake occurred and the children all rushed outside. A chimney collapsed into the middle of the classroom they had just vacated. Another chimney in the central classroom also fell outside. All pupils and staff escaped without injury.

Down the years within the school there was a fine esprit de corps eagerness to learn, sporting achievements as well as a strong bond between the older and younger pupils.

Annual activities included the school pet show which usually displayed a wide variety of animals ranging from lambs and calves to goldfish and maggies.



The last school pupils and teacher in 1977.

The school concert was for most the highlight of the year. This event included prizegiving and was held in the village hall just prior to Christmas. The pupils performed in songs and plays for the enjoyment of their proud parents. Each pupil was presented with a worthwhile book. The school was held in special regard by the community and therefore the fundraising efforts held periodically were well supported and successful. In addition a special flock of sheep also provided income for the school.

The school was destroyed by fire in September 1927. Classes were held in the local hall until a new school was built in 1928.

The 75th Jubilee was celebrated in 1956 at a well-attended weekend of functions. The honour of cutting the Jubilee cake was bestowed upon the late Mrs August Schaare, nee Katrine Holm, who was then in her 85th year and the sole surviving first day pupil.

A booklet was published at that time and contains all relevant information pertaining to the school up to the Jubilee.



The original school.



The school in 1977.

For many years Mr and Mrs Jonathen Holden provided generously to the school. The benefactions included: the prizes presented annually to each pupil, baskets full of sweets and fruits for the children, a handsome wall clock for the school. Also over the years they supplied free firewood from their Raikaiaia station.

In earlier days there was support indeed for our school from all quarters. This was particularly so from the Hawke's Bay Education Board and it must be stated that despite changing needs and a declining roll, the Hawke's Bay Education Board never applied any pressure to bring about closure of the school.

However, the "winds of change" affected Makotuku and from 1960 onwards the population diminished steadily. Finally in 1977 the reduced numbers of school children and the lack of enthusiasm and co-operation by a few residents, resulted in the eventual closure of Makotuku School.

A Few Excerpts From County Minute Books

April 6th 1894: Moved that a portion of Church Street be formed and metalled to cost 30 pounds. Carried.

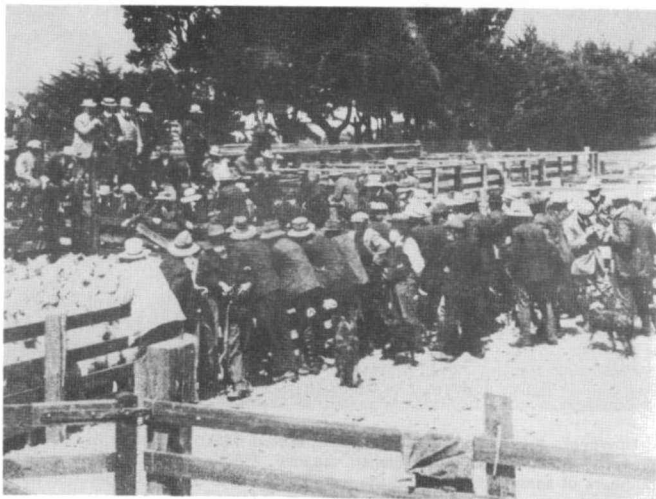
May 3rd 1895: John Holden asked Council to give access to Rakaiaia. Tenders to be called for forming and metalling 25 chains of road. Cost not to exceed 60 pounds.

February 7th 1896: Forming and metalling 10 chains Tower's Road. E. Maycock's tender accepted @ 28 Shillings and 6 pence per chain.

March 4th 1895: Tender sent in by H. Basanko, metal contractor.

Metal per yard	1/7
1 horse and dray with driver	8/-
2 horses and dray with driver	15/-
3 horses and dray with driver	18/-
2 horse plough and scoop with 2 drivers	14/6
Carting per ton	20/-
Carting timber per cubic foot	1/-

July 7th 1899: That portion of Donghi's Road in standingbush to be felled, stumped and cleared, 30 ft wide and culvert inserted at a cost of 20 pounds.



Makotuku saleyards.

The Domain & Reserve

A map dated 1884 shows a five acre reserve where the Domain is now situated and another section of 18 acres, 3 roods, 18 perches on the corner of Garfield and Blairgowrie roads.

The Domain section was particularly well chosen by the surveyors as it is well drained loam soil which provides good turf during heavy rain periods and comments have been made by visiting competitors that it is one of the best grounds in Hawkes Bay. Sports meetings have been held at the Domain more or less annually over many years. Such meetings have included axeman's and sawyer's events, athletic, cycling and equestrian competitions.

Names that have been amongst those prominent in competitions include: Chris Henry, Gordon and Percy Berkahn, Norman Clark, Leo Clark, Jack Hammond.

In 1897 the Recreation Reserve on Garfield Road was leased to Mrs Helga Schaare for 21 years at a rate of 4 pounds per annum.

In 1926 the Minister of Lands was approached for assistance to build a pavilion but it was declined. However, the residents built a platform for Highland dancing with timber carted by Mr Engelbretsen. Further approaches for financial assistance in 1928, 1929 and 1930 were also refused. But the Board was persistent in its desire to erect a pavilion and in 1932 it set about the erection of a pavilion to seat 200. Hansard Bros. quoted 150 pounds for the supply of timber or 267 pounds for the whole contract. Finally a tender of 239 pounds and 10 shillings for the whole contract was accepted from Messrs Mollgaard & Johnston. Donations of totara blocks were received from Mr Little and Mr L.G. Wright. A special meeting was held by delegates from all local organisations to arrange funding of the project. The pavilion was officially opened on 2nd November 1932.

The sports meetings held on the Domain went into recess during both World Wars. Today the annual sports meetings are organised by the Makotuku-Ormondville Sports Committee.



Road bridge over Makotuku Stream in winter.



Haymaking, Garfield Road, 1911. From left: J. Widt, Rueben Schaare (13 years), Jimmy Neal.

A Tribute to Ted Wright

Makotuku was without a store for some years and the late Mr Ted Wright became concerned for the needs of the residents and in 1957 built a garage and installed petrol pumps. The following year he purchased a railway house in Station Street, which was transported to a section alongside the garage and converted into a store and dwelling.

Ted was a very popular friend to the community. He served on active service during both world wars, a distinct achievement.

Between the wars Ted Wright established a carrying and heavy contracting business in Makotuku starting with one lorry. Previously the only carrier had been Mr Alf Englebretsen.

Ted Wright was a very generous man and in his quiet and unobtrusive manner was a great benefactor to the school.

The garage and store are now operated by Mr and Mrs T. Luke.



Mr Ted Wright.



Interior of St Saviour's Church.

Anglican Church

St Saviour's Church was first built in 1890 but was destroyed by fire in 1898. The first marriage solemnised in the church was between William Jacob Schaare and Helga Neilsen and they received the customary bible from the church.

A new St Saviour's church was built in 1899 and served the community for many years until 1972, when declining population forced its closure. The church building was offered to the NZ Army and it is now the Army Chapel at Linton Camp.

Methodist Church

In 1903 a Methodist Church was built on land given by the late Mr Francis Forward. The first couple to be married in the church were Charles Pike and Margaret Carmichael who were presented with a bible to mark the occasion.

The church catered for many families until 1965 when a new place of worship was built mainly by voluntary labour. It is now the sole church in Makotuku and holds services fortnightly.



Builder's hut arriving on site of new Methodist Church. Old church in background.

Sports Activities

Rugby football apparently has had somewhat of a spasmodic run insofar as senior play is concerned. Very little has come to hand in respect of organised senior teams. But the school was able to field a team for most seasons and it is reported that in 1906 or 1907 they had a nearly unbeatable team. The only team in Hawke's Bay to beat them was Napier. Some of the names recalled in that team were: H. Bedingfield, D. Mann, C. West, R. Gasson, P. Olsen, Jack Debro, Bill Debro and P. Vaughan.

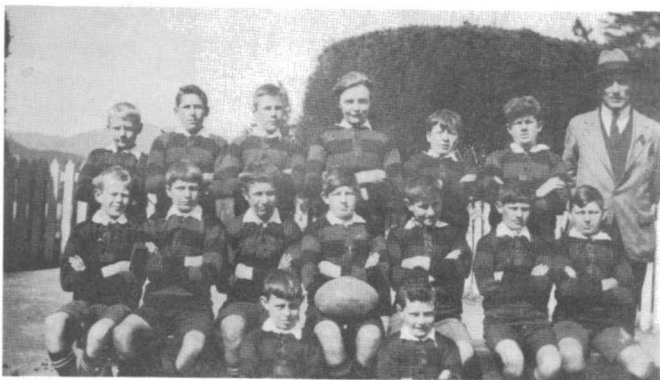
"Friendly" community adult matches between Makotuku and Matamau were played on the local domain in the 1930s. Similar matches have been played in recent years between Makotuku and Ormondville, annually, followed by a convivial "afternoon tea" in the local hall.

Cricket was played on the Domain prior to 1908, but unfortunately no team names are available. It has been stated that at one time the Makotuku Cricket Club sent what was considered a very good side to play a match against Napier. The first day, Makotuku players were in excellent form but that evening they were treated to a sumptuous dinner and refreshments. The result was that next day Napier beat them badly.

Tennis was first played behind the local hall until approximately 1909, when two tennis courts were laid on the Domain. Tennis continued to be played until the early 1940s.

Table tennis was organised in the early 1950s and remained very active for over twenty years.

The Norsewood Golf Club had its first links on land owned by Mr Sam Brabazon, Norsewood. Later the club was forced to find temporary links elsewhere. The decision of the club was a nine hole course on the property then owned by Mr Tom Morrison, adjacent to the Makotuku Domain, where golf was played until 1941.



School rugby team, about 1924. Back Row: 'Snow' Berkahn, Tom Kerr, Laurie Berkahn, Gordon Herbert, Archie Clark, Alan Christoffersen, Mr Harper. Middle Row: Tom Morrison, Les Bergansen, B. Fergus, Percy Halford, Clarrie Berkahn, Jack Halford, George Hammond. In Front: Claude Hammond, Jimmy Gasson.



Country Women's Institute 21st Birthday Party.

Makotuku C.W.I.

In June 1931, the late Mrs Catherine Little was instrumental in forming the Makotuku Country Women's Institute. The foundation members were: President, Miss M. Mildon; Secretary, Mrs Little; Members, Mesdames Burnett, Palmer, Mangos, Mann, Pike, Anderson, Mildon, Andrew, Gwen Burnett and Joyce Little. All have since passed on with the exception of Joyce Little (now Mrs Steer).

Many were the concerts and dances held annually to celebrate Institute birthdays. With the coming of television and declining population these functions had to cease.

Members enjoyed wonderful times over the years rehearsing for plays entered in Drama Festivals, gaining several awards for various performances.

In 1952 the Dannevirke A & P Association introduced Womens Courts, a project open to all womens organisations, giving the opportunity to compete with each other in the skills of cooking, sewing, floral art, handwork etc. Makotuku were successful in gaining first prize in the "Pantry Court" at the initial show and have won several awards over the years. Most of our members have had more than a few successes in cooking etc, at the Southern Hawke's Bay Federation annual Rose Show.

The Women's Institute was always ready to help in patriotic affairs during World War 2.

Each year a Christmas tree party is held for the local children and the Institute has always taken a keen interest in all community affairs.

We look forward with much pride to our Golden Jubilee celebration in June 1981.



Patriotic Committee fund raising activity.

Patriotic Committees

At the outbreak of war in 1914, Makotuku residents readily formed a patriotic committee at a meeting held on 12.8.1914. Mr W. Robinson was chairman, Mr Benson secretary, with Mr J.H. Morrison as treasurer. The main object at the start was to raise funds to send to the Minister of Defence for the purchase of horses and feed.

Fund raising was undertaken in various ways, including concerts, dances, bazaars, auctions and collections. One quite amusing function was a "Mock Mayoral Election" with a dance to follow. The candidates were: W. Gosling, A. Englebretsen, C. Baines, D. Mann, W. Hull, J.W. Fitzgerald, A. Logan, J. Rigger, C. Berkahn, F. Berkahn, J. Drew. Chairman: L. Wright; Director of Ceremonies: H. Benson; Sheriffs: J. Lean and J.J. Fitzgerald.

Each candidate was required to have two nominees. Election to office was determined by popular vote, each vote costing threepence. The successful candidate was Mr A. Logan, who was ceremoniously installed as Mayor of Makotuku by Mr L. Wright.

The Mayor's scarlet robe was made by Mrs Mann. Everybody in the community, including the school children, willingly worked for the patriotic cause throughout the war years. The ladies of the district supplied all the refreshments for the numerous functions and also sewed garments for soldiers, from material supplied by the Defence Department.

Musicians made no charge for their services at patriotic dances.

When World War 2 commenced, the local patriotic cause was re-activated and a society was formed with Mr E. Smith, chairman and Mr Bill Pike, secretary-treasurer.

When each serviceman came home on final leave, a farewell dance was held in his honour and he was presented with a wallet.

Ned Sergeant's orchestra from Ngapaururu played at all farewell and welcome home dances and charged only for the petrol used in travelling.

A scheme was started in Dannevirke district for farmers to donate and graze heifer calves, to be later given to returned servicemen who took up dairy farming. Each serviceman received four heifers.

All profits from the dances were banked and at the end of the war when the "boys" returned a bumper sports meeting was held on the Makotuku Domain to add to the existing funds. Returned servicemen of the district received equal shares of the grand total.



'George'.

Makotuku Dog Trial Club

At a meeting held in Makotuku Hall on 25th May 1931, a unanimous decision was passed to form a Dog Trial Club. A committee was formed from all those present with power to add. Mr J. Lang senior, was elected president and there were fifty-one Vice Presidents. The first Secretary is understood to have been Mr W. Little.

Club membership at that meeting was set at five shillings per annum.

The trials were held on the properties of the Morrison estate and R. & J. Holden. Suitable buildings were erected for refreshments and administration on the Morrison estate. Trials were held annually and because of the increasing numbers of competitors it was found necessary to seek new trial grounds. Whetakura was considered but at a meeting in Norsewood on 14th March 1949, it was decided to transfer the venue to Ngamoko on the properties of Messrs P.W. Anderson and H. Stratford, where the club's competitions have been held annually ever since.

Initially, catering was supplied by the local C.W.I. and was later provided by Mrs C. Baines and the late Mesdames P.W. Anderson and W. Mildon.

Some local competitors whose names appear in the "results" book are: G. Scott, N. Kent, C. Morrison, D. Morrison, J. Marsh, F. Luscombe, E. Baines, F. McDougal, B. Alding, K. Bishop, F.R. Hodgetts. Some of these trialists had successes further afield but unfortunately precise information is not available.

Mr George Scott caused much amusement after one particular competition, when he gave an exhibition featuring his dog "King" manoeuvring three ducks through various obstacles and finally into a pen.

Colin Morrison had successes in National and South Island championships in both the zigzag and straight competition with his dog "George".

The Search for Oil

In 1969, Hawke's Bay became one of the areas of attention in the search for oil. A test well was drilled first at Taradale on the 30th April and then later the rig was moved to Makotūku.

The site for the second test well was on the property of Mr Wally (Son) Davis) at Rakaiatai. Preparation of the site included the sinking of an artesian water bore as a good supply of water was required to lubricate the cutting head and also wash the drilling spoil from the bore.

Drilling of the well known as Rakaiatai No. 1 began in June 1969, using a U15 rig, 127 feet high. Three shifts of six men worked continuously to sink the well to an intended depth of 8,000 feet. However at 2,249 feet hard rock was struck which proved to be impenetrable to the equipment in use. In a short time the rig was dismantled and the site which a few weeks before had been a noisy, bustling area of activity, was deserted.

Before the drilling consortium left the site they plugged the bore with 100 tons of concrete which prompted Son Davis to remark dryly that "I now have deepest fence strainer in the country."



DANNEVIRKE EVENING NEWS PHOTO

Group on the oil drilling rig platform.

Makotuku Home Guard

Along with the rest of the country in World War 2, Makotuku formed a unit of the Home Guard.

The following volunteers enlisted in the local unit: Messrs E. Smith and W. Mildon (both WW1 veterans), A. Cantwell, F. Luscombe Snr, R. Schaare, W. Golley, W. Pickford, J. Morrison, L. Boyte, T. Fothergill, G. Fothergill, C. Baines, W. Olsen, T. Morrison, C. Hammond, H. Berkhan, E. Pickford.

The unit trained in basic home defence and the men entered into their training in a serious manner. Manouevres were held which included several sections in the district engaged in mock battles, patrols, entrenchments and general military activities.

The local unit continued to function until the end of the war.



Makotuku Home Guard Platoon

Back Row: Cpl J. Morrison, Cpl T.F. Morrison, Gdam A. Cantwell, Middle Row: Gdsm G. Fothergill, Gdsm C.E. Baines, Gdsm F. Luscombe, Gdsm W. Olsen, Gdsm C. Hammond, Gdsm C. Berkahn, Front Row: Gdsm E. Pickford, Sgt W.J. Mildon, Lieut E. Smith, Cpl T.R. Fothergill, Gdsm L.E. Boyte.

Makotuku District Roll of Honour

Names as they appear on the local Cenotaph. Those who paid the supreme sacrifice are marked with an asterisk.

1914-1918

Sergeant C. Carmichael	Corporal R. Gasson
Sergeant A. Kilberg	Corporal R. Ashley
Sergeant T. Lawlor	Corporal P. Cantwell
Sergeant W. Mildon	L/Corporal L. Lowin*
Private J. Andrew	Private E. Mayell
Private W. Andrew	Private A. Mildon
Private A. Bailey	Private C. Mildon
Private F. Berkahn	Private L. Mildon
Private N. Berkahn	Private R. Ness
Private T. Berrett*	Private T. Ness*
Private G. Cantwell	Private E. Pickford
Private H. Cantwell	Private V. Ross
Private E. Griffin*	Private J. Sabin*
Private T. Jardine*	Private T. Sabin
Private A. Johnstone*	Private A. Tweedie
Private J. Lean	Private S. Tweedie
Private P. Lyons	Private A. Stevens
Private E. Mann	Private J. Vaughan
	Private E. Wright

1939-1945

R.S.M. T. Christiansen	Gunner F. Luscombe
Sergeant G. Palmer, D.C.M.	Gunner A. Schaare
Private A. Christoffersen	Gunner R. Schaare
Private C. Fothergill*	Trooper C. Lang
Private R. George	Trooper K. Lang
Private C. Hammond	Driver W. Davis
Private D. Hammond	Driver E. Wright
Private J. Lang	Sapper W. Bishop
Private R. Little	L.A.C. G. Chapman
Private E. Mildon	L.A.C. H. Collins
Private J. Palmer	A.C. R. Smith
Private L. Percy	A.C. J. Carruthers
Private C. Pickford	
Private E. Smith	

The Centennial Organisation

The inaugural meeting was held on the 24th April 1979. Twenty-three residents attended and apologies were received from a further fifteen. The subject of the approaching Centennial was thoroughly aired, resulting in a firm decision to proceed with planning of a district celebration, to be held on the 13, 14 and 15 March 1981.

Monthly meetings were held up to October 1980, with fortnightly meetings thereafter. These well attended meetings involved lively discussions on methods of tackling the large amount of work and administration detail to be carried out to ensure a successful occasion. The costs involved was a foremost subject and every effort was made to "soften the blow" for those intending to attend the functions. Many generous donations were received from locals as prizes in the raffles held to supplement funds.

Enrolments had exceeded 500 by December 1980.

A couple of selected "incidents" that occurred during the preparation period might be mentioned here — for the benefit of future recorders of local history!

It was usually the practice for some of the 'hardcore' to retire to the local hotel after committee meetings to discuss unofficial business. It so happened that after one of these gatherings a certain committee member went outside to depart homewards, only to return smartly to announce that the family transport had been "..... well stolen!" And so it proved to be. The vehicle was later located many miles away on the other side of Dannevirke.

A tidying up of the township road verges etc. was commenced with the co-operation of the county council. An important part of the job was planting of trees alongside the two main thoroughfares. The trees had to have stock proof surrounds and during the digging of post holes, the work group of well known locals apparently got carried away — perhaps they were intent on another oil exploration — but they very efficiently bored through the telephone cable. Their embarrassment was further compounded when they noticed a few feet away a sign thoughtfully provided by P&T, with instructions that informed all and sundry of the existence of the cable and its exact location!

Oh well, of such incidents is history made.

Executive Committee

E. Veale	President
B. Kent	Vice President
E. Thompson	Secretary
L. Kent	Assistant Secretary Treasurer
J. Luke, E. Baines, W. Thompson, P. Cunningham, D. Cunningham, B. Anderson	

General Committee

J. Findlay, B. Davis, P. Carruthers, C. Baines, A. Anderson, R. Thompson,
C. Newling, G. Blackburn, C. Veale, W. Veale, W. Findlay, Mesdames E. Veale,
J. Menzies, C. Blackburn, M. Cave, J. Findlay, K. Anderson, B. Findlay

Accommodation

Mesdames J. Russel, M. Bishop

Centennial Book

K. Knight, G. Menzies, J. Raxworthy, R. Schaare, Mrs F. Fothergill

Mr Reuben Schaare

The compilers of this book wish to acknowledge the outstanding contribution made by Reuben Schaare in providing the greater part of the material in the contents.

The district is very fortunate in having the services of such an interesting and dedicated local historian. Reuben has been unstinting in his time made available not only to our group but also to other individuals and groups in the past. Without his most courteous help, the task of compiling the various moments of local history would have been almost impossible.

It is interesting to note that of the original seven pioneer settlers on Garfield Road, only the Schaare name has remained continuously since 1876.



Resident descendants of pioneers. Back Row: Derek Rose, Colin Smith, Tom R. Fothergill, Charlie Baines/Douglas Pike, David Mildon. Front Row: Rueben Schaare, Isobel Fothergill (nee Clark), Ellen Veale (nee Bishop), Eunice Thompson (nee Anderson), Phil Anderson.

